

INTIMATION

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LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

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BLEND

VERY OLD LIQUEUR

SCOTCH
WHISKY.

Our celebrated "E" Liqueur SCOTCH WHISKY is a Blend of the Finest WHISKIES distilled in SCOTLAND. Specially selected, of great age, very fine and mellow.

Its superior quality has established its reputation as the LEADING SCOTCH WHISKY IN THE EAST.

Per Dozen... \$16.50
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A. S. WATSON & CO.
LIMITED.

WINE AND SPIRIT MERCHANTS.

NOTICE TO CORRESPONDENTS.

Only communications relating to the new columns should be addressed to the Editor. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press Codes: A.B.C. 5th Ed. Lieber's P.O. Box, 33. Telephone No. 12.

BIRTHS.

On the 1st October, at Sandakan, the wife of RICHARD SCOTT ATKINSON, Superintendent of Posts and Telegraphs, of a daughter.
On the 10th October, at Seremban, the wife of F. J. WALSH, of a daughter.
On the 17th October, at 12, North Beach Road, Shanghai, the wife of G. DUNBAR, of a daughter.
On the 23rd October, at Shanghai, the wife of W. J. MILLER, of a son.

MARRIAGE.

On the 20th October, at Holy Trinity Cathedral, Shanghai, by the Rev. C. J. SYMONS, CHURCH OF ENGLAND, the Rev. Canon J. SYMONS, CHURCH OF ENGLAND, to MARGARET ETHEL ANNIE WHITE.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 28TH OCTOBER, 1901.

We mentioned some time ago the report that the Russians contemplated the publication of a paper in the English language, designed to influence English readers in favour of Russia. A correspondent in Port Arthur writes to us now that a certain amount of discussion on the subject has been proceeding between the *Novaya Vremya* of St. Petersburg and the Port Arthur newspapers. The Japan correspondent of the *Novaya Vremya* has written strongly in the columns of the journal which he represents. He holds that, while an Anglo-Russian journal is eminently desirable, Port Arthur is not the proper place in which to publish it. Neither in Port Arthur nor in Dalny, he says, will there be for a long time to come any considerable number of English or Americans. Port Arthur, moreover, is too far from the centres of Anglo-Russian life, and any attack on Russia in either the English or the Japanese Press could not be answered in a Port Arthur paper until too late. We do not gather whether the *Novaya Vremya*'s correspondent would have the proposed paper published in Japan or Shanghai rather than in Port Arthur, but we have seen Shanghai suggested somewhere. The Port

Arthur papers, naturally enough, claim that their town is the right place, and they lay stress on the growing Japanese population, whom they expect to read the Anglo-Russian paper.

The project to enlist English and Japanese sympathy toward Russia by means of a journal printed in English, but Russian in sentiment, strikes us as interesting, but it looks as if it would be a costly experiment. Doubtless the Russian Government might be induced to subsidise the paper to a certain extent. But is it to be imagined that much good can be done? Neither Britain nor Japan desires any more expression of Russia's goodwill and benevolent intentions. It is to deeds that they look, and as long as Russia's deeds correspond so ill with her words, so long the prevalent feelings can only be distrust and dislike. No newspaper, however well edited and well supplied with news, can change this. Fair speech does not go well with treachery and unscrupulous aggression. If the Anglo-Russian journal is going to try to explain away these traits of Russian policy, then it will indeed attempt a stupendous task.

We have received from Shanghai a copy of a circular letter signed by the Rt. Rev. Bishop GRAVES making a statement and appeal on behalf of a Martyrs' Memorial in Shanghai. We gather therefrom that the missionaries of China have resolved to erect in Shanghai, as being the missionary and commercial headquarters of China, a large Memorial Hall and Missionary Union Building, for the use of the Chinese and missionaries of all societies. This Hall is intended, so the letter states, as a witness that China has a martyr Church, as an expression of the unity of the Church of all nations, and as an expression of gratitude for the glory of martyrdom. It is expected that \$50,000 will be required, of which China is expected to contribute \$10,000. An appeal is therefore made to the churches of Asia and Africa, who the Rt. Rev. Bishop believes will be deeply interested and will cheerfully contribute. We have been asked to draw attention to the appeal, and we do so. Nevertheless we feel compelled to state that we think the money might be much better spent. We do not believe that even all missionaries are in favour of the scheme. Like other people, they too can see that \$50,000 is a large sum to spend on the erection of a building of doubtful utility. If it be desirable to record in stone the fact that 188 missionaries and children and some thousands (it is claimed) of native Christians perished in the Boxer rebellion, surely something less pretentious than a building costing \$50,000 might be chosen. We do not profess to criticise the desire to exalt the glory of martyrdom, though we remember that hosts of earlier and greater martyrs have been obliged to disperse with \$50,000 buildings. Can those who drew up this appeal to the churches of Asia and Africa think of a better way of expending so much money?

The English Mail of the 26th September was delivered in London on the 24th inst.

Yokohama has gained over Kobe at cricket a similar victory to that which Hongkong won against Shanghai. Yokohama was successful at Kobe on the 21st inst. by an innings and 13 runs.

Japanese papers state that the British Minister at Seoul is urging Korea to give him a definite reply about the opening of Yongampo, as he wishes to lay the matter before his Government.

The *Franklin* published a Seoul telegram of the 17th inst. stating that a Korean in foreign dress left Chemulpo for Port Arthur by the *Tsuru Maru* on the 9th. It is now known that he carried a message from the Emperor of Korea to the Viceroy Alexieff, asking him to send some troops to Seoul. This step was taken upon the representations of Ye Kung-tak. The recent rumours about 200 Russian soldiers being shortly expected at Seoul are now believed to have been due to the dispatch of a foregoing messenger.

Last week two large one-hundred and twenty pounder breech-loading Armstrong guns were transported to Woosung from the Kiangnan Arsenal under escort of a force of Chinese gunners. The *N.C. Daily News* says that this is a part of the scheme of the late notorious Kang Yi for the re-formation of Woosung, drawn up by him in the winter of 1899 just before the Boxer troubles. Viceroy Wei of Nanjing has now taken upon himself to work out Kang Yi's scheme.

The British steamer *Firth of Forth* (Capt. G. Jones), which arrived in port from Keelung on the 15th inst., was attacked by the *Kobe Herald*. It seems that Captain Jones borrowed \$854.26 yen on his arrival at Yokohama from Messrs. Corrie & Co., and left the port before settling the account. The creditors then applied to the Kobe Court to attach the vessel as security for the repayment of the loan. The local Court granted the application upon a deposit of 38,000 yen being made by the

The writer of a "Plan for the Honorable Diet" has omitted to send his name as a guarantee.

A Seoul despatch ironically remarks:—Ye Ki-to, formerly Acting Minister of War, was despatched this morning (the 19th inst.).

M. le Comte de Bessure, formerly French Consul-General at Shanghai, will succeed M. Colie de Planey as Minister for France at Seoul.

Those here who remember "Professor" Davis, the well-known conjuror, will be interested to hear that he is now assistant manager at the Hotel des Colonies, Tientsin.

A conference was to take place at Tokyo between Baron Komura and Baron von Rosen on the 26th inst., after a twelve days' interval since their last meeting.

The *National Gazette*, a Shanghai native paper, is now prohibited from being sold at Hankow, as the Wuchang authorities dislike its criticisms about their conduct.

The Earl of Lonsdale appears to have been making a cheap celebrity for himself by talking freely in San Francisco about his tour around the world and his ideas on politics, etc. His insulting remarks about the Japanese will doubtless be taken at their proper value in Japan—and that is not a high value.

A Chinese paper in Shanghai is informed that the Board of Rites has been requested by the Imperial Household to cease all preparations for an elaborate celebration of the Empress Dowager's 70th birthday next year, as her Majesty has personally commanded that only the usual ceremonies as carried out on ordinary birthdays are to be performed.

The *Synae* prisoners, says the *N.C. Daily News*, have now been in custody for nearly four months, and as yet no date has been fixed for their trial. All except one are detained at the Central Police Station. The other is isolated at Hongkew. Surely by this time some arrangement ought to have been made about the trial of the accused. It is opposed to all ideas of justice to keep alleged offenders imprisoned for so long a period.

Chinese doctors do not have a free hand in treating their patients in Vancouver, B.C. One has recently been charged with manslaughter as a result of his method of dealing with a countryman's broken leg. Bamboo splints and deer's hair over the wound were his specific. The deer's hair, which is greatly believed in by many Chinese as a curative, set up blood-poisoning, and the patient died. The police immediately started to look for the doctor.

According to a Tokyo despatch to the *Osaka Asahi*, the Japanese Government's call for estimates for a new battleship has been responded to by the six principal shipbuilding firms in England, and the estimate sent in by Messrs. Vickers is reported to have been the lowest. The Japanese authorities will therefore conclude a formal contract with the above-named firm at an early date. The battleship to be constructed will be of 16,250 tons displacement, and is expected to be ready for sea in 30 months.

With reference to what our Fenchow correspondent says of the man-eater near Fenchow, we see that the *Fenchow Echo*, discussing the question, remarks:—Sir Ralph Payne-Galwey in his *Big Game Shooting* says "Occasionally panthers become regular man-eaters," so we may be pardoned if we venture to believe that, though panthers may abound in the vicinity, tigers also exist. Six natives were killed and eaten and four killed and left while the party were there, and the natives declare that five tigers were seen together in one spot. The Chinese in general no doubt make little distinction between the tiger, panther, and their kindred felines, but our authority has had much experience and his story carries weight.

The *San Francisco Chronicle* has an amusingly unintelligent picture entitled "The Bridge Whist. Crabs strikes San Francisco."

It represents a young lady in evening dress standing up and pointing a "gun" at another who is sitting down at a card-table over which a number of cards are strewn. The seated maiden has an ace of diamonds in her hand hanging by her side and an ace of hearts half concealed in her skirts. We should like to know the artist's conception of bridge. Evidently he thinks double dummy the most fashionable form and surreptitiousness a pleasing feature. Four reproductions of photographs of bridge-playing ladies in the smart set of San Francisco accompany the thrilling sketch. The victims must be delighted.

The new Dutch mail steamer *Konigen Regentes*, which was due to arrive at Singapore on Saturday, the 17th inst., from Batavia, had not arrived up to Monday morning following. On enquiry at the agents, Messrs. J. Daendels and Co., the *Straits Times* was informed that the *Konigen Regentes* was ashore in the Banca Straits. The *de Klerk*, which arrived that morning from Batavia, reported having passed the *Konigen Regentes* ashore on the Brom Brom Shoal in the Banca Straits. The *Prins Hendrik* and the *Brouwer* were rendering assistance when the *de Klerk* passed her. The agents did not think that the vessel would arrive at Singapore for three or four days. The shoal where the vessel struck is composed of soft mud which is covered with from six to eight feet of water at low tide. It is presumed that no damage was done to the *Konigen Regentes*, and that after being lightened, she will get off. This is the first trip of the vessel.

The result of the inquest on the body of the Rev. H. C. Hodges, of Shanghai, was a verdict that the deceased died "from cholera."

The following vessels were disposed of by auction at Singapore last week:—The British steamer *Batavia*, 332 tons gross, bought by Sang Toon, Ghee for \$28,500; the British steamer *Ruby*, 245 tons gross, bought by Sang Toon Ghee for \$24,500. The *Pontunak* was also offered at auction but was bought in at \$25,000.

In a Rugby match at Singapore on the 16th inst. between the Singapore C.C. and H.M.S. *Glory*, the Club won easily by 4 goals and 2 tries to nil. It must not be inferred from this however (commented the *Times*), that the Club played a good game, far from it. As a team they were distinctly poor, and they owed their victory to the brilliance of one or two individual players rather than to any merit on the part of all.

Mr. Kang Yu Wei, the well-known Chinese reformer, is at present, making a tour through the Dutch Colonies, says the *Straits Chinese Magazine*. His visit everywhere has been hailed with much enthusiasm on the part of the Chinese. The ardent reception, which is accorded to him wherever he goes, shows the attitude of the people, as a whole, towards Reformation in the mother country, and the growth of patriotism amongst the better classes of Chinese.

Is Uncle Sam preparing for war in the Orient by the storage of vast quantities of coal in Honolulu? asks the *Pacific Commercial Advertiser* of the 22nd ult. When the *Erskine M. Phelps* has landed her cargo there will be stored in the navy yards in Honolulu over 23,000 tons of Pocahontas and Cardiff coal. There is still another cargo of Cardiff coal on the way to Honolulu, and the Navy Department has hardly sufficient storage room for the bituminous product which will soon be placed at its disposal. War talk in the Orient is said to be responsible for the heavy storage of coal in Honolulu, although an other sea-advanced is that the Navy Department is taking advantage of the low freight rates to bring coal to Honolulu. Whatever the reason for the immense piles being maintained there, it seems certain that Honolulu must some time or other be visited by naval vessels, to take the coal away again. Coal deteriorates in the course of time, and old coal is never as good as that which has been freshly mined, so it would appear that the Navy Department must have plans for the use of the coal for the immediate future. There is talk also of holding manoeuvres of the Pacific squadron next year, and it may not be impossible that they may be held in the vicinity of the islands, which would account for the storage of coal in such vast quantities there.

HONGKONG FREE OF PLAGUE.

We received yesterday afternoon from the Colonial Secretary's Office the following notification:—

The Colony having been free from bubonic plague for ten days, clean bills of health will be issued from this date.

THE ADDRESS TO H.E. THE GOVERNOR.

It will be remembered that on the 10th inst. the leading members of the Chinese community of Hongkong resolved to present a farewell address to H.E. Sir Henry A. Blake on the occasion of his departure from the Colony to take up the Governorship of Ceylon; and that the Hon. Dr. Ho Kai was instructed to approach the leaders of the European community with a view to making the address a joint one. This has now been done, and it has been decided to draw up an address to be presented by both communities to His Excellency. A committee of four, including members of the Legislative Council (unofficial) and the Chamber of Commerce, are now deliberating upon the form of the address, which will be open to signature by the residents of Hongkong when it has been drawn up.

There will be no other address, we believe, except of course such as may be presented by members of the Civil Service to H.E. the Governor.

H.E. VICEROY SHUM.

Viceroy Shum, on account of his present severe attack of illness, has applied to the Throne for one month's leave, and a notice has been posted up at Canton that H.E. will not receive now any visitor or any petition. His illness is caused by overwork, the *Chung Ngai* Sun says, for since his arrival from the north he has not rested a minute, continuing work from early dawn till midnight. H.E. is at present said to be spitting blood.

A RUSSIAN CONSUL'S ACTION.

In the Singapore Supreme Court, on the 16th inst., proof was heard before the Chief Justice, Sir Lionel Cox, in the action at the instance of Mr. Rudanovsky, Russian Consul at Singapore, against Mr. Hutchison, claiming \$232 in respect of damages sustained through a collision between defendant's and plaintiff's carriages. The plaintiff alleged that on the 13th of July last he was driving in a victoria along Stamford Road, and when opposite Raffles Museum his carriage came into collision with a gig, the property of Mr. Hutchison. As a result of the accident the victoria was damaged and Mr. Rudanovsky was injured. The plaintiff's claim was made up of the following amounts:—For medical attendance, \$150; for medicines \$38; for repairs to carriage, \$49.75—total \$232.75.

The Chief Justice, when the case was closed, found for the defendant, but disallowed costs. Mr. R. W. Bradfield appeared for the plaintiff and Mr. Ellis represented the defendant.

REUTER'S SERVICE.

THE BALKANS.

LONDON, 24th October.

An Austro-Russian Reform Scheme provides for an Austro-Russian control of all branches of the Macedonian Administration for two years, and the appointment of two Russian and two Austrian assessors to advise Hilmi Pasha.

LATIN.

An Irade has been issued disbanding the Albanian Redifs.

The Austro-Russian Reform Scheme further provides for an European General in the Turkish service of [P. in] Macedonia; reorganises the gendarmerie, which will be assisted by a number of officers of the Great Powers, and if necessary by a number of foreign non-commissioned officers; [provides for] relief to the refugees; reconstruction of the destroyed villages, schools and churches; the disbanding of the irregular and undisciplined troops; and the unconditional prevention of the formation of bands of Bashi-Bazouks.

FRANCE AND RUSSIA.

LONDON, 25th October.

Count Lamsdorff, Russian Minister for Foreign Affairs, is coming to Paris to confer with M. Delcasse regarding a common policy.

THE TYPHOON.

During the whole of Monday night and all day yesterday the weather was of a most boisterous nature, and at 8 a.m. yesterday the Black Drum was hoisted, indicating a typhoon to the east of Hongkong, with its centre less than 300 miles away. At 7.20 a.m. a single gun was fired, giving warning of the approach of a heavy gale. The typhoon was then reported to the south-east, being expected to pass to the south. An hour before noon it was located to the E.S.E., the centre threatening to approach very near, though it was uncertain whether it would pass to the South or to the North.

In the early morning the Harbour was choppy. The boat-people had mostly run for the shelter at Causeway Bay. At Lyceum Pass there were some half-dozen sea-going steamers and sailing vessels awaiting an abatement of the violence of the weather before going out to sea. Along the Praya many junks were moored, and some of them had a rough time. Water-logged small boats and dinghies were pretty numerous along the sea-wall, and the Chinese Praya loafers found a harvest in the flotsam and jetsam that was washed ashore from various craft. Spray was breaking over the wall freely and saturating the street. All the incoming craft reported heavy weather outside. Passengers by the *Huangshan* from Macao stated that they observed the masts of two sunken junks sticking above the water in Capesman. The "Star" Ferry launch service was reduced, and the matched covers at each landing-stage were removed and the bamboo-work strengthened. The last launch from Hongkong to Kowloon left at 5 p.m., and, though warning had been given, so large a crowd left matters to the last moment that the boat could not carry all desiring passengers. Would-be European passengers, including a number of ladies, had to be left behind, complaining bitterly; it is rather to be wondered at that they had not foreseen a rush for the ferry. The Peak Tramway service was fortunately unaffected, for it takes a very violent gale to stop the cars.

"BOHILLA MARU" IN THE TYPHOON.

A report was received in the Colony that the Toyo Kisen Kaisha s.s. *Bohilla Maru* had run through the typhoon on the way from Hongkong to Manila and sustained serious damage. Four of her boats were swept away and her stern-post and rudder damaged. Out of about 250 head of cattle on board 200 were lost. She appears to have struck the typhoon square and to have suffered considerably. According to advices received by the agents she had again left for Hongkong on the return journey. It is not known whether or no she had to put back again.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

At 6a. Black Drum hoisted.
At 7.20a. Gun fired. The typhoon to the Southeast of Hongkong will probably pass to the South of the Colony. A Northerly to Easterly gale is expected.

At 10.55a. The barometer has fallen much in Hongkong, risen elsewhere, except over S. Japan.
The typhoon is situated to the E.S.E. of Hongkong. The centre threatens to approach the neighbourhood of the Colony nearly, and at present it cannot be certainly stated (whether it will pass to the South or to the North). In the former case the gale will be from N. and E., in the latter from N. and W.

A high pressure area lies over N. China, and heavy monsoon prevails in the Formosa Channel and bad weather in the N. part of the China Sea.

BAD GAS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 26th October.

SIR,—A few months ago a good deal was written about the poor gas supply in the Colony, but those responsible for its production appear to have taken little heed of the complaints made, as things instead of improving, have gone from bad to worse. In many houses the light is so bad as to necessitate a return to kerosene lamps and candles, and no doubt dealers in these articles fully appreciate the assistance afforded them by the Gas Company. It is a great pity our local Electric Light Company is not more alive to the situation.

The continually deteriorating quality of the illuminant (F)—due no doubt to the over-decreasing pressure, would naturally lead one to suppose that at all events the consumption was decreasing in proportion, but strange to relate, such is not the case, as subscribers find to their cost at the end of the month.

Speaking of bills, it may perhaps be well to remind the local managers of the Gas Company that last year the price per 1000 cubic feet was raised from \$3.00 to \$3.50 on account of the fall in exchange. In the meantime exchange has risen considerably, but nothing has been heard of any corresponding reduction in price, which customers might reasonably expect as some sort of compensation for the wretched quality of the gas supplied. Even were a considerable reduction made, the price here would still be higher than in Shanghai, where consumers are only charged \$1.50 per 1000 cubic feet against our \$3.50, in spite of which enormous difference the Shanghai Company managed to pay last year a dividend of 16 per cent.

In everything connected with gas the Hongkong public seems to be imposed upon. It would appear from the Expresses circulated that the sale of the "genuine" Welsbach Incandescent Burners and Mantles is limited in each port to one firm only, but whereas they are sold in Hongkong at \$4 and \$5.50 respectively, the Shanghai people are in a position to buy articles similarly described as "genuine" from the Gas Company at \$1 and \$2.5. It is not to be supposed that the Shanghai Gas Co. lose money on the sale of these fittings, judging from their handsome dividends.

I shall feel happy if these lines in any way stimulate a healthy competition with Hongkong Gas and Fittings, and, apologising for trespassing on the space of your valuable paper, remain Yours etc.

LOVER OF LIGHT.

THE VOLUNTEER CAMP.

Yesterday the Camp at Stonecutters' Island had things made unpleasant for them by the heavy rain and the strong wind that was blowing. When members of the Corps woke up in the morning and found that, on dressing, their shoulders were in unenviable proximity to the wet canvas of the tents, there were many strong remarks made; but as the day men were sent away to work in Hongkong and the men remaining in camp settled down to the serious business of the day general equanimity was restored, with it with the help of breakfast and routine work. However, the weather throughout the day did not improve much, and there was much anxiety expressed as to whether the typhoon rations would hold out or no. The boisterous nature of the sea kept Hongkongites from taking advantage of the "Guest Night." H.E. the Governor, Sir Henry Blake, was to attend the concert that was to have taken place last night, but did not attend, as the function was postponed on account of the threatening typhoon. The decision was a wise one, in fact was inevitable.

On Monday night the Volunteers had a night practice at manning the forts. They travelled round by launch from the Camp pier to the stone pier at the south end, and then scaled the paved road to the batteries. A successful practice was held. The journey started at about 6 p.m., and at 9 o'clock the Volunteers got back to quarters, very tired, but having thoroughly enjoyed the experience.

The practice was attended by one regrettable incident. On the way to the forts in the dark Captain Sayer fell into a cornered ditch and sustained severe bruises, and probably some torn ligaments, on one of his shoulders. He was attended to in camp, there still being no doctor in the Island, and was afterwards removed to the Governor's Civil Hospital. Dr. Swan was summoned from Kowloon to attend to his injuries.

On the way back to the Camp pier the Volunteer launch had a narrow escape of running on the rocks. A search-light was shining from behind and its rays made the steersman of the launch rather lose his bearings. It was within twenty yards of the shore when a fortunate shift in the direction of the search-light showed the proximity of the rocks. The helm was put about just in time to escape a catastrophe.

Among the proverbs of the Chinese, says the *Globe*, there are many as dry as the wine of wit can be, possessing a quaint old flavour of cynicism. "No matter of graven images worships the gods; he knows what they are made of." Again, the saying:—"Respect the gods, but keep them at a distance," though very Chinese, is striking and original. "Nine men out of every ten are liars." Is essentially Chinese, in its style, for we can see at a glance that it must have been made by a man with an audience of nine. Where David said, in his haste, that all men are liars, a statement which, according to the Scotch, he might have made at his leisure if he had lived in the "lang toon," it is painfully obvious that China cannot bring 10 per cent. of her population to disprove it. The picture of fifty million Chinamen telling the truth is decidedly quaint.

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, and special business matters to the Editor. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.C., 5th Rd. P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HOUSEHOLDERS are hereby requested to make a special effort during the winter months to destroy rats and to fill up rat holes with cement. Rat traps and bird lime may be obtained from the Secretary to the Board free of cost. By Order, G. A. WOODCOCK, Secretary.

Sanitary Board Room, 26th October, 1903. [2994]

WANTED

LESSONS in English language by a Young German, eventually will give German Lessons in return. "H." Care of Daily Press Office. Hongkong, 28th October, 1903. [2996]

Es wird hiermit bekannt gemacht, dass der FRIEDRICH August, geboren zu seinem Stande Missionar, wohnhaft in Canton, Alt-Sidon, 23 Jahre alt, wohnhaft in Canton, Sohn des verstorbenen Missionars August Wöhlmann und dessen ebenfalls verstorbenen Ehefrau Karoline geboren Lippert, beide zuletzt in Sereja wohnhaft gewesen, und die Karoline Marie Bertha DURING, ohne Gewerbe, geboren zu Heidelberg in Transvaal, 23 Jahre alt, wohnhaft in Berlin, Tochter des Missionars Hermann DURING und dessen Ehefrau Bertha geboren Salomon beide in Berlin wohnhaft, beabsichtigen sich miteinander zu verheiraten und die Ehe in Gemeinschaft des Hochgezeugten vom 4. Mai 1877 vor dem unterzeichneten Beamten abzuschließen. Canton, den 23. Oktober 1903. DER KÄISERLICHE DEUTSCHE KONSUL, DR. EISWALDT.

2992] PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on FRIDAY, the 30th October, 1903, at 11.30 a.m., at ROSE VILLAS EAST, 14, BONHAM ROAD, THE WHOLE OF THE HOUSEHOLD FURNITURE therein contained, comprising:—A DOUBLE SINGLE IRON BED, STEEL with WIRE and MATTRESS, TEAKWOOD WARDROBE with GLASS, MARBLED TOP, WASHSTANDS and TOILET SETS, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, BOOK CASE, OVERMANTLES, TEAKWOOD SIDE BOARD with GLASS, CROCKERY and GLASS WARE, COOKING STOVE and UTENSILS, &c., &c.

On LADY'S BICYCLE, a quantity of BOOKS, One SMALL MILLER'S SAFE and a great Assortment of PLANTS in POTS. Catalogues will be issued. TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 28th October, 1903. [2993]

ALTERATION.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND POOCHOW.

THE Company's Steamship

"HAIYAN".

Captain Roach, will be despatched for the above ports TO-DAY, the 28th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers. Hongkong, 28th October, 1903. [2997]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN".

Captain Gibson, will be despatched for the above ports TO-DAY, the 28th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARSEN & CO., General Managers. Hongkong, 28th October, 1903. [2998]

TO LET, WITH OR WITHOUT BOARD.

COMMODIOUS and COMFORTABLE FURNISHED ROOM with BATH-ROOM, with English family. Cool, quiet and healthy locality. Apply— "LODGINGS." Care of Daily Press Office. Hongkong, 27th October, 1903. [2996]

DANCING.

PLEASE NOTE.

MRS. DONALDSON (Daughter of Professor F. F. WALLACE, of Rossmount Dancing Academy, Glasgow), begs to inform the residents of Hongkong and district that her Classes are now forming in the CITY HALL, and beginners who wish to be able to dance this season in time for the Scotch Ball should enrol at once.

BEGINNERS' CLASS. Twice weekly ... \$10 a month.

ADVANCED CLASS. Once a week ... \$7 a month.

CHILDREN'S CLASS. Once a week ... \$4 a month.

PRIVATE CLASSES or PUPILS as may be arranged.

Papils enrolled at the Robinson Piano Co. Ltd. Hongkong, 15th October 1903. [2989]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (THURSDAY), the 29th October, 1903, at 3.30 p.m., at his SALES ROOMS, Queen's Road, AN ASSORTMENT OF JAPANESE CURIOS, SILKS, EMBROIDERIES, &c., &c., comprising:—

SATSUMA, KANGA, SILVER CLOISONNE, BRONZES, TEA SETS, VASES and ORNAMENTS, IVORY CARVINGS, CUT VELVET PICTURES, CARPETS and RUGS, FOLDING SCREENS, &c., &c.

TERMS OF SALE:—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 27th October, 1903. [2988]

PUBLIC AUCTION.

IN BANKRUPTCY.

Re THE TACKLE FIRM, By ORDER OF THE OFFICIAL RECEIVER AND TRUSTEE, THE Undersigned have received instructions to sell by Public Auction, on MONDAY, the 2nd November, 1903, at 3 p.m., at LAI ON'S GO, OWN, 956, West Point, THE FOLLOWING QUANTITY OF ASSORTED FURNITURE, &c., &c., comprising:—

452 Rolls 70 to 75 lbs. weight per roll, 40 yards long by 1 yard wide, Pin Fa Matting.

83 Rolls 35 yds long by 1 yard wide, Pin Fa Matting.

126 Rolls 40 yards long by 11 yard wide, Nyan Kp Coloured Matting.

10 Rolls 40 yards long by 11 yard wide, Hop Fa Coloured Matting.

23 Rolls 40 yards long by 11 yard wide, Cheung Kai Coloured Matting.

29 Rolls 40 yards long by 13 yard wide, Cheung Kai Coloured Matting (superior quality).

8 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.

23 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.

27 Rolls 40 yards long by 2 yard wide, Cheung Kai Coloured Matting.

137 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting.

30 Rolls 40 yards long by 1 yard wide, Cheung Kai Coloured Matting (superior quality).

451 Rolls. TERMS—As usual. HUGHES & HOUGH, Government Auctioneers. Hongkong, 26th October, 1903. [2969]

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY GENERAL MEETING OF MEMBERS OF the above Club will be held in the CITY HALL on MONDAY, 2ND NOVEMBER, at 4 p.m.

By Order, T. F. HOUGH, Clerk of the Course. Hongkong, 16th October, 1903. [2995]

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the MILITARY AUTHORITIES that GUN PRACTICE will be carried out from the Western end of Stonecutter's Island on the 30th, 31st and 1st October, 1903, at 6 a.m. to 3.30 p.m.

By Command, F. H. MAY, Colonial Secretary. Hongkong, 20th October, 1903. [2977]

THE IMPROVEMENT IN EXCHANGE REDUCTION IN PRICES.

M. H. B. BUNTON has to announce that from NOVEMBER 1st on Account of the Improvement in Exchange, the Prices of his PROVISIONS, WINES, &c., will be REDUCED by 10 PER CENT. Revised Price Lists will be ready in the middle of November.

NOTE THE ADDRESSES: 5, D'Aguiar Street, Hongkong, 37 and 38, Elgin Road, Kowloon. Hongkong, 27th October, 1903. [2985]

FOR SALE.

THE NEW "SUN" No. 2 ANTI-RIBBON VISIBLE TYPEWRITER.

It is a typewriter Machine, has Anti-Ribbon Lifting Mechanism which costs one-tenth the cost of a ribbon; has universal keyboard of 27 keys, and writes altogether 81 characters. It takes in paper 8 1/2 inches and writes a line of 7 1/2 inches. It measures 14 by 12 by 11 inches and weighs 13 pounds unpacked.

Beautiful work up, reaching Print, which is impossible with a ribbon.

A small consignment of above Machines, having just arrived, are offered for Sale at \$135 net.

Easy term of small monthly payments on hire system accepted, on orders only, from scholars and other approved applicants wishing to acquire a machine for learning preparatory to clerkship or otherwise.

Circular and Particulars to be had on application. THE CENTRAL PRINTING OFFICE, No. 2 Canton Terrace, (Below CAINE ROAD at the head of ARBUTHNOT STREET). Sole Agents for Hongkong & China. Hongkong, 22nd October, 1903. [2952]

VIEWS OF HONGKONG

ILLUSTRATED POST CARDS Coloured, White-Away Cards, &c., For Sale at GRACE & CO.'S, Stall at HONGKONG HOTEL CORRIDOR. Also Used and Unused Foreign and Colonial POSTAGE STAMPS in Sets, Packets or Single. King Edward VII. Albums. Catalogues, Blanks, &c., &c., to be had on application. Hongkong, 14th June, 1903. [2873]

INTIMATIONS

(ABBREVIATED) PROSPECTUS.

THE ANGLO-JAPANESE LOCOMOTIVE AND ENGINEERING COMPANY, LIMITED.

(Incorporated under The Companies Ordinances, Hongkong, 1885 to 1899 whereby the liability of a shareholder is limited to the amount of his share.)

CAPITAL, Yen 1,000,000, divided into 10,000 shares of Yen 100 each, payable as follows:—

Yen 40 on application, Yen 25 on allotment, and the balance when called for.

Of these 10,000 shares, 6,439 are now offered for subscription.

MANAGER.

ROLAND FINCH, Esq., of Yokohama, Japan.

MANAGING AGENTS.

Messrs. SAMUEL SAMUEL & Co., Yokohama, Japan.

HONGKONG AGENT.

Geo. K. HALL BRITTON, Esq. (Temporary)

BANKERS.

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

SOLICITOR.

Geo. K. HALL BRITTON, Esq., of Nos. 39 and 41, Des Vaux Road, Hongkong.

AUDITOR.

A. R. LOWE, Esq., Hongkong.

REGISTERED OFFICES.

Nos. 39 and 41, Des Vaux Road, Hongkong.

The Company has been formed for the purpose of acquiring land in Japan and erecting workshops thereon for the construction and repair of locomotive engines, railway rolling stock, iron and steel bridges, mechanical ironwork, iron foundry and general engineering work.

In addition to the manufacture of locomotive engines, for which there is a constant demand, the Company will undertake repair-work of all kinds in connection with railway rolling stock.

There is to the knowledge of the Manager only one other workshop in Japan which undertakes work of a similar character to that proposed to be carried out by this company. It will readily be seen, therefore, that there is a great want in Japan for a company with modern machinery and a thoroughly efficient equipment capable of carrying out work in accordance with the Memorandum of Association.

The smaller railways using a large proportion of the total number of locomotives and rolling stock have no repairing shops, and suffer great inconvenience and expense in consequence, it is difficult for them to get the necessary repairs and renewals attended to without serious delay. From these repairs alone a very profitable source of income will be realised.

The Manager has for several years designed engines for the East. These designs have been sent home, and the engines constructed from these designs have, when completed, given universal satisfaction. From his intimate knowledge of the various Japanese railways, he is thoroughly acquainted with their requirements, as well as with the different types of engines now in service, new on order, and those contemplated, and for which orders have not yet been placed. It will be seen, therefore, that the Manager has an intimate knowledge of the type of engines required for the Japanese railways, and the cost of manufacturing and delivering these engines and the prices actually paid for them by the buyers.

The land which the manager proposes to acquire for the Company is situated at Kogawa, Yokohama, Japan, and is suitable for the purposes of the Company as it adjoins the railway and water.

It is estimated that the buildings fully equipped can be completed and ready for work ten months after building operations commence, and that 25 locomotive engines will be completed within six months of the completion of the workshops, and that the manufacture will go on at the rate of 25 engines for each half year. These could be sold for cash as completed.

Extensive orders are very frequently given for steel railway and other bridges for the East and in view of the development of railway construction, such orders will continue to be placed in increased volume for many years to come. It is the intention of the company to undertake the construction of such work, from which large profits are expected to be realised.

For several years past there has been a demand by the smaller of the Japanese railways for the purchase of locomotives and rolling stock to be paid for on the hire-purchase system; hitherto no English builders have seen their way to supply any rolling stock on the terms named, and it is the intention of the Company to supply such demands under proper guarantees for payment, and from which large profits are expected to be realised.

The Company therefore start work under very favourable conditions and with a connection already established equal to about 66 per cent. of the total manufacturing capacity of the works, which is sufficient in itself to pay hand some dividends to the shareholders; and in view of the development of railways in the East no difficulty is anticipated in securing orders to keep the Company's works at Kogawa, Yokohama, Japan, and its branches, going to the utmost capacity. The Company will be no difficulty in securing all the skilled labour necessary on the spot, which will be directed by the Manager & a supervised by thoroughly skilled foremen from home.

Railways are also in course of construction and extension in China, Manchuria, Corea, Siam, Borneo and Burma, and very large numbers of locomotives as well as other rolling stock will soon be needed on these railways, the whole of which will be imported. The Company proposes to endeavour to secure a portion of that work.

The following contract has been made, namely, A contract dated the 21st day of July, 1903, between Roland Finch, Esq., of Yokohama, Japan, Gentlemen, of the one part, and Edward Clarence Davis, Esq., of the same place, Gentlemen, as Trustees for the Company, of the other part.

Copies of the Memorandum and Articles of Association of the Company and of the Contract above mentioned may be inspected at the office of the Company's Solicitor.

Forms of application for shares may be obtained from the Agent and Bankers.

Applications for shares should be forwarded to the Bankers of the Company, The Hongkong and Shanghai Banking Corporation, Hongkong or Yokohama, Japan, from whom copies of the Prospectus may be obtained.

Copies of the Prospectus and further information may also be obtained from the Bankers of the Company, Hongkong, from the Managing Agents, Messrs. Samuel Samuel & Co., Yokohama, Japan, and from the Agent in Hongkong, Dated the 12th day of October, 1903. [2899]

INTIMATIONS

THE CANTON-HONGKONG ICE AND GOLD STORAGE CO., LD.

CAPITAL \$700,000.00 70,000 Shares, at \$10 Each.

OFFICERS—PRESIDENT: Hon. Russell Colclough, Canton, China.

VICE PRESIDENT: Mr. CHAN A FOOK, Hongkong.

TREASURERS (Pro. Tem): Mr. LAI Tai Yu, Canton and Hongkong; Mr. TSUNG YU KAI, Canton & Hongkong.

SECRETARY: Mr. CHAN A TAI, Hongkong.

BANKERS: THE GUARANTY TRUST CO.—Hongkong and New York.

DIRECTORS: Hon. Russell Colclough, U.S. Vice Consul General, Canton, China.

Mr. CHAN A FOOK, M.-rehab. Hongkong.

Mr. GEORGE A. WATKINS, Chemist, do.

Mr. TSUNG YU KAI, Silk Merchant, do.

Mr. LAI Tai Yu, Merchant, Canton.

Mr. CHAN TAI SAI, Capitalist, Hongkong and Canton.

Mr. CHAU TUNG SANG, Capitalist, Hongkong.

Mr. KWONG KUT WONG, Capitalist, Canton.

Mr. LU KOW, Capitalist, Macao.

OFFICES: (WATKINS BUILDING), Queen's Road Central, Hongkong.

The object of this enterprise is the establishing of two factories for the manufacture of ice, one in Hongkong, and one in Canton.

The former city, one of the largest shipping ports in the world, is supplied with ice by one plant, which supplies the inhabitants of Hongkong, the coast ports, the shipping in the Harbour, and the cities of Kowloon and Canton as well.

Owing to the increasing demand for ice our plant, which is of the most modern American Machinery, will manufacture ice far more economically than can be done by any plant now in China or the East.

In Canton, which is the third largest city in the world, all the ice is purchased in Hongkong and delivered by River Steamers daily, and sells from two to three cents per pound. In addition to the European population a large number of the better class of Chinese will purchase ice; besides the immense number of Ocean Steamers which are constantly at this port, we know, for this plant is its utmost capacity.

In addition to the ice plant in Canton, we have added a Distilling Apparatus for making pure water, as it is impossible to drink the water taken from the river, and the entire European population buy drinking water, which is also brought from Hongkong by steamer. We will derive an additional income from this source. Furthermore we propose to erect Cold Storage Warehouses at both points, where meats, fruits, etc., may be kept, there being nothing of the kind in Canton at present, and a great demand for one. As the cost of operating this would be small, the profits are certain to be very large.

In Canton we have an absolute monopoly as we manufacture on the spot, and furthermore, the Canton plant will supply its share of steamers, as well as sailing to the adjacent towns of F. T. Ho Nam, Fat Shan, Sam Shui, Wu Chow, and other towns on the West River. (Macao will be supplied from our Hongkong plant.)

It should be remembered that the Canton, Hankow Railway is pushing its line rapidly and this opens another avenue for the disposition of the product of the Canton Plant. We do not doubt it is necessary to go into lengthy details on the merits of this enterprise, for we are confident the investor will readily see the advantages of the enterprise and the constantly increasing demand.

The Directors of this Company are composed of representative business men, both at Hongkong and Canton, who, we know, would lend their names to any non-meritorious enterprise, and the connection of these men with this Company is a guarantee of a safe investment in the purchase of our shares.

At the present selling price, if our Company only manufactured 30 tons of ice per day between the two plants, there will be a large profit to the Company.

Our machinery is of the latest and most economical type, and sufficient contracts are in hand now to guarantee our dividends.

A large portion of the stock has been subscribed, and the remainder is offered at par.

Shares may be obtained from the Guaranty Trust Co., of New York, the Company's bankers; or from the Secretary, or Messrs. Tsung Yu Kai and Lai Tai Yu, Canton or Hongkong.

For further particulars, apply to the Secretary. Hongkong, 10th September, 1903. [2910]

HIRANO WATER.

THE QUEEN OF TABLE WATERS. PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

Beware of JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS. Hongkong, 31st July, 1903. [2168]

BANK

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1898.

SUBSCRIBED CAPITAL—Shanghai Tls. 5,000,000 PAID-UP CAPITAL 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES. Canton, Chefoo, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS At 2% per annum on Current Account daily balances.

3% per annum on Fixed Deposits for 3 months.

5% " " " 6 " " " 12 " " " E. W. BUTT, Manager. Hongkong, 1st January, 1901. [23]

BANKS

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tels. 5,000,000

HEAD OFFICE—SHANGHAI. BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin, Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS: Messrs. N. M. Rothschild & Sons, The Union of London and Smiths Bank, Limited.

DEUTSCH BANK (BERLIN), LONDON AGENT DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE, Manager. Hongkong, 4th October, 1902. [24]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL U.S. \$2,000,000 Gold

SURPLUS AND UNDIVIDED PROFITS 5,180,000

" " " " 87,180,000

HEAD OFFICE—NEW YORK.

LONDON OFFICE—33 & 35, Lombard St., E.C.

F. C. DIERHOFF, Manager, Eastern Department.

LONDON BANKERS—FABE'S BANK, LD.

HONGKONG OFFICE—4, DES VEAUX ROAD. General Banking and Exchange business transacted.

INTEREST allowed at Current Rates. E. F. GROS, Acting Manager. Hongkong, 1st December, 1902. [2763]

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000

CAPITAL PAID-UP 18,000,000

CAPITAL UNCALLED 6,000,000

RESERVE FUND 9,210,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES. Tokyo, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang, Peking.

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITED. FABE'S BANK, LIMITED.

THE ROBINSON PIANO COMPANY, LIMITED

NOTE.

ENTIRELY
NEW STOCK
ARRIVING.

SPECIALY AND MOST CAREFULLY

CHOSEN BY OUR

MR. ROBINSON,

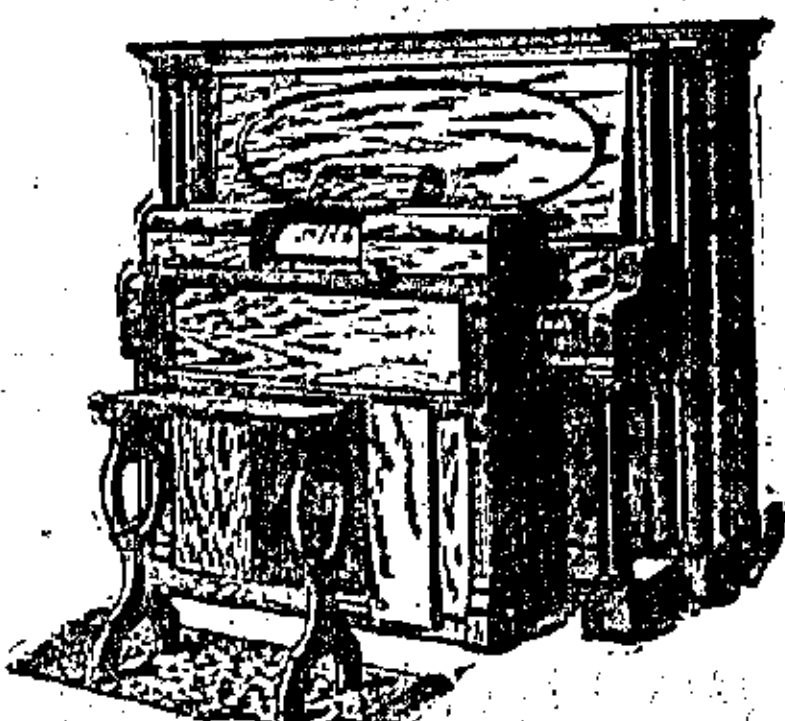
NOW IN EUROPE.

GREAT

REDUCTIONS

in our present stock of Pianos and Musical Goods.

Our NEW MUSIC STOCK has arrived.



THE APOLLO MASTER PIANO PLAYER

THE BEST OF ALL.

THREE STYLES:
PRICE FROM \$450 UP.

PATTI ENDORSES THE APOLLO.

Adeline Patti (Baroness Coderstrom) has given another great testimonial to the Apollo Piano-player. She was so delighted with the instrument that she purchased by her last year that this second testimonial is even stronger than the first one that she gave.

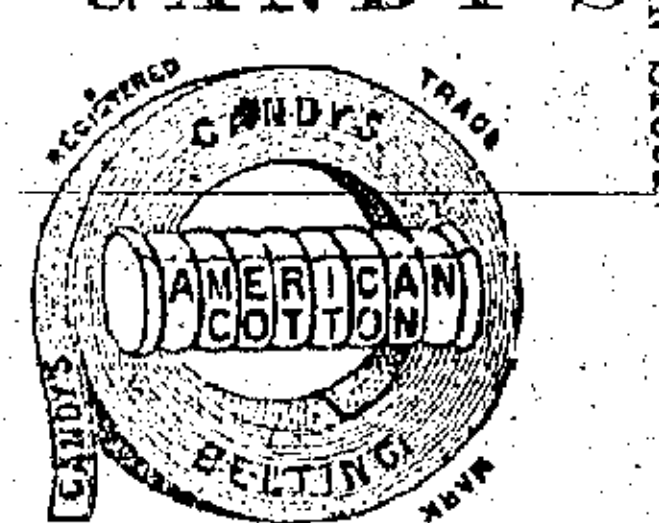
Mrs. Patti says that "the Apollo never has given her the slightest trouble and that the new concert grand is one of the most wonderful and perfect piano-players that she has ever seen."

Hongkong, 15th October, 1903. [2484]

THE BEST
THE OLDEST
THE CHEAPEST
BELT IN THE WORLD

IS

GANDY'S



"THE GANDY BELT,"
ENGLAND.

SOLE AGENTS:
LUTGENS, BINSTMANN & CO.
HONGKONG

PURE FRESH WATER

THE HONGKONG STEAM WATER-BOAT CO., LTD. is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Bolders.

Call Flag W.

J. W. KEW,

Manager,
1st Floor, 37, Canaught Road,
Hongkong, 13th June, 1903. [17]

CARMICHAEL & CLARKE,
CONSULTING ENGINEERS,
AND SHIPBUILDERS,
SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A B C Code, 4th Edition
A 1 Code.
Lieber's Standard Code.

TELEPHONE, 232.
Hongkong, 20th June, 1903.

MADAME PLINT & CO.

LA MODE DE PARIS.

MILLINERY and DRESSMAKING.
CONNAUGHT HOTEL, Rooms 4 and 5.
[2545]

A LURKING PHANTOM: A STORY OF LOVE AND MYSTERY.

BY
JOHN BLOUNDELLE-BURTON

Author of "The Hispaniola Plate," "The Year One," "A Vanished Rival," &c.

CHAPTER XVII.

AN EVIL WOMAN.

For a time after that duplicitous which she had practised not only on Sir Geoffrey but, in a manner of speaking, on Van Vleet, too, Lady Bottrell obtained some peace from her own mind. Challis on receipt of the £5,000, which was paid to him by a cheque for £5,000 in the same way that the preliminary £500 had been paid, told her that Mark Lambert was satisfied "for the present." That, indeed, he would disturb her no more for some time to come, while he hinted, however, in the same breath that, since the money was required for investment and to provide his client with an income for the future, it would be as well to let the whole sum of £10,000 be paid over as soon as convenient.

"However," he said, in continuation of these remarks, "he has the first payment of £500 for present expenses. That will keep him going very well."

"And he has decided, he has promised, that he will refrain from coming to London, from endeavouring to see me?" Lady Bottrell said.

"He has promised. You may depend on his word. He is an altered man now; a straight-forward man, no matter what his earlier faults may have been. Besides, to put things in their most plain as well as most unpalatable light, he knows what is most to his interest. You have shown your willingness to help him; he now demands that you will do all you can in the future; that you will let him have the second £5000. Say, therefore, that he is still a scheming, calculating man! Well! all the same, he knows which side his bread is buttered."

"I am glad to hear it. So long as he leaves me in peace I do not care what his motive may be. As for the other £5,000, he will get it in time."

"Of course. Of course. That is understood. Granting he is not kept waiting too long you need fear nothing from him."

"Now," he continued, "you will not see me here again, Lady Bottrell—not in this hotel, I mean. The place is expensive and—to be frank—I am not here to represent any other client than Mark Lambert. I do not want this sitting-room, except for the purpose of receiving you in, and I do not care to go on living in an hotel."

"Where are you going to, then?" Lady Bottrell asked, endeavouring to assume an interest in the man's affairs which she did not feel, or certainly did not feel any further than they concerned her and the horrible transactions she was forced to have with him.

"I have taken a small furnished house up the river. It is quite a modest little place at three guineas a week, between Mortlake and Richmond. But it will do for me as I am alone. And London is hot and stuffy now."

"You mean to stay in England for some time, then?"

"Oh, no! Perhaps only a month or two—till—till—well! till our business is finally settled. I can go at any time as I only pay by the week, in advance."

"And what will be your address?"

"Laburnum Cottage, Sheen Common," will find me in future. I suppose I had better direct any letters I may have to write to you to Madame Dupont as usual."

"Yes, that is best."

And now, for a time—Lady Bottrell was at rest, at least from the side of her client. At rest and ready to take part in the splendid pageant of the coronation in which she figured, when it eventually occurred on the King's recovery) as a princess, and she then looked, as the papers said, and when they happened to be illustrated, showed superb. Her jewels, too, those ancient Bottrell jewels which had been in the family for so long, vied with the jewels of the most wealthy princess in the assembly. Upon her breast and in her hair shone those great diamonds, the "Emir's Eye," torn by a crusading knight, and "Dion's Tear," given to another Bottrell by Aurangzeb before his death. She shone resplendent amidst all those to whom she was now peer, and was envied not only by those amongst whom she moved, but, also, by those who read of, and saw depicted, her beauty and the signs of her wealth and position.

She was envied! This woman! This woman who, even as she sat in her robes and jewels, thought with almost a broken heart of the helpless, innocent girl on whom she had, all unknowing, entailed a birthright of shame as she thought, too, of the honest, simple, loving man whose life was one long pride in the possession of that beautiful wife who was no wife of his at all. And, also, she thought that, in this world, there were two men at least—and God only knew if there were not more, so that it might be perpetuated—two men, who, if once she faltered in producing the hush money, the blood money, which it was in their power to demand, might expose her to the whole world as a woman who had long lived a life of shame with a man under the name of being his wife. A woman who had brought a child into the world branded with a mark which nothing could ever efface.

"And I am envied!" she would whisper to herself. "I, the—ah, God! no! Not that! Not that! Never that. I was innocent of what I did. Innocent, thinking myself free to give myself to another man. Innocent as I stand myself on the day I brought her into the world."

Still, in spite of her thoughts, of her unhappy self-communings, she was at rest from one trouble—for a time. She was spared any further demands from Challis until August had come, and she, with Lord Bottrell, was away yachting on the coasts of Scotland and Wales.

Then, suddenly, another blow fell. Severine, who accompanied her mistress in the yacht, received a telegram at Oban which had followed her from two other harbours into which they had put, and on opening it she read: "Furness invested the money he received in a speculation which has failed after a month's attempt. He presses for the further sum at once. Oblige him if possible. He is desperate and threatening. Challis."

"Oh, my God!" said Lady Bottrell, sinking into the chair in her sleeping cabin after Severine had handed her the telegram to read. "What is to be done? He is insatiable. I shall never know peace. Never! and once more she burst into a flood of tears as she had so often done before.

"Dearest, dearest, do not weep so," her faithful companion said. "Remember, you have not asked Van Vleet yet. And—there are other ways besides. You know my savings—they are not very much—about a thousand pounds; but still something. They come from you, through you. Take them back."

"Never," Lady Bottrell whispered through her tears, as she let her head drop on Severine's breast and lie upon it while she sobbed. "Never. Not that. I could not."

"You could not take the money that has come from you? Oh, Rhoda!"

I am vile enough, degraded enough, already. I could not ask to that. Never. To rob you!"

Then, suddenly, she sat upright in the cabin chair, and seemed to brace herself to what she had to do.

"You are right, Severine," she said. "You are right. There is Van Vleet. And—afterwards—another resource. Yes, still another. One of which I have never thought before."

Though, as she spoke, she said inwardly, "Never thought of before! Heaven help me, I have thought of it a thousand times. And, when the moment of exposure comes, as come it must, I will avail myself of it."

"What resource, Rhoda?" Severine asked, looking at her mistress. "What? You have mentioned no other to me."

"No, but I have one. Oh! Severine," she exclaimed, being a strange look on her companion's face and recognising that from her, above all, every suspicion must be kept. "I think I have found a way of escaping out of the clutches of these men, a way out of all my difficulties."

"Thank God," Severine said, never divining what way it was that Lady Bottrell alluded to. But first, then, there was the lost resource to be tried, and then, if it did not fail, an attempt to be made afterwards to pay back the money, that would be owing to Van Vleet. She would have time, however, Lady Bottrell told herself, for that; what was all important was that Mark Furness and Challis should be quiet for ever. For ever, if they could be quieted at all!

But the attempt did not fail.

A week after she had heard from Challis she had received from Van Vleet a cheque for £3,750 (the 25 per cent. was not forgotten by the money-lender ("lawyer") in exchange for her note of hand for £5,000, and this she forwarded to the former, stating that the further £2,000 and pounds odd would be obtained when she arrived in town.

Then once more she was at peace—for a time. For a time, that is to say, which covered the remainder of the yacht's cruise, but a peace which was to be experienced by her for no longer a period. For, on their return to London, or rather the return of Lady Bottrell and Severine by train while the yacht continued its way past the Welsh and South of England coasts to Southampton, the former learnt that Mark Furness was as insatiable as ever.

"He is terribly determined to have what he considers his rights," Challis said to Lady Bottrell when they met, "and that to the uttermost farthing. He even talks still of coming to England to obtain that remaining thousand pounds odd, if it is not forthcoming at once."

"My God!" the unhappy woman cried, "shall I ever be free of him? Ever? Will he or show mercy?" and, as she spoke, she glanced at Challis.

But what she saw on his face was sufficient to tell her that, in his opinion, there was very little likelihood of there ever being such freedom for her.

She saw a look in the man's eyes which she construed to be a look of utter disbelief on his part that Mark Furness would at any time cease from blackmailing her, or that he would ever, so long as he or the woman who was his lawful wife lived, cease from torturing her ever.

That look on Challis's face told everything, or seemed to tell her so. It seemed to tell her that she could never escape.

Then—then, she lost heart. Or, rather, she took heart.

She knew that the die was cast, and, in the casting of it she was the loser; that she, who had lost her life in this world, her soul in the next!

"I must go out of this scene," she said to herself, as she went back to the house which was in a few days, a few hours, would never be her home again, a ruined, disgraced woman. I must leave behind me a heritage of shame for my unhappy husband and child to inherit. I must go into Eternity to be judged and punished for my self-slaughter. And all because, on a simple, trusting girl, I loved a man who was a scoundrel! Heaven pity and forgive me!"

Yet, as she decided to destroy herself, as she recognised that, henceforth, life was no longer endurable, she decided on one other thing.

She determined she would in quit this world that no one should ever know what had become of her; that, at least, no trace should be left behind of who and what she was.

"Thus," she murmured, "though I shall be

"Oh, my God!" said Lady Bottrell, sinking into the chair in her sleeping cabin after Severine had handed her the telegram to read. "What is to be done? He is insatiable. I shall never know peace. Never! and once more she burst into a flood of tears as she had so often done before.

"Dearest, dearest, do not weep so," her faithful companion said. "Remember, you have not asked Van Vleet yet. And—there are other ways besides. You know my savings—they are not very much—about a thousand pounds; but still something. They come from you, through you. Take them back."

"Never," Lady Bottrell whispered through her tears, as she let her head drop on Severine's breast and lie upon it while she sobbed. "Never. Not that. I could not."

"You could not take the money that has come from you? Oh, Rhoda!"

I am vile enough, degraded enough, already. I could not ask to that. Never. To rob you!"

Then, suddenly, she sat upright in the cabin chair, and seemed to brace herself to what she had to do.

"You are right, Severine," she said. "You are right. There is Van Vleet. And—afterwards—another resource. Yes, still another. One of which I have never thought before."

Though, as she spoke, she said inwardly, "Never thought of before! Heaven help me, I have thought of it a thousand times. And, when the moment of exposure comes, as come it must, I will avail myself of it."

"What resource, Rhoda?" Severine asked, looking at her mistress. "What? You have mentioned no other to me."

"No, but I have one. Oh! Severine," she exclaimed, being a strange look on her companion's face and recognising that from her, above all, every suspicion must be kept. "I think I have found a way of escaping out of the clutches of these men, a way out of all my difficulties."

"Thank God," Severine said, never divining what way it was that Lady Bottrell alluded to. But first, then, there was the lost resource to be tried, and then, if it did not fail, an attempt to be made afterwards to pay back the money, that would be owing to Van Vleet. She would have time, however, Lady Bottrell told herself, for that; what was all important was that Mark Furness and Challis should be quiet for ever. For ever, if they could be quieted at all!

But the attempt did not fail.

A week after she had heard from Challis she had received from Van Vleet a cheque for £3,750 (the 25 per cent. was not forgotten by the money-lender ("lawyer") in exchange for her note of hand for £5,000, and this she forwarded to the former, stating that the further £2,000 and pounds odd would be obtained when she arrived in town.

Then once more she was at peace—for a time. For a time, that is to say, which covered the remainder of the yacht's cruise, but a peace which was to be experienced by her for no longer a period. For, on their return to London, or rather the return of Lady Bottrell and Severine by train while the yacht continued its way past the Welsh and South of England coasts to Southampton, the former learnt that Mark Furness was as insatiable as ever.

"He is terribly determined to have what he considers his rights," Challis said to Lady Bottrell when they met, "and that to the uttermost farthing. He even talks still of coming to England to obtain that remaining thousand pounds odd, if it is not forthcoming at once."

"My God!" the unhappy woman cried, "shall I ever be free of him? Ever? Will he or show mercy?" and, as she spoke, she glanced at Challis.

But what she saw on his face was sufficient to tell her that, in his opinion, there was very little likelihood of there ever being such freedom for her.

She saw a look in the man's eyes which she construed to be a look of utter disbelief on his part that Mark Furness would at any time cease from blackmailing her, or that he would ever, so long as he or the woman who was his lawful wife lived, cease from torturing her ever.

That look on Challis's face told everything, or seemed to tell her so. It seemed to tell her that she could never escape.

Then—then, she lost heart. Or, rather, she took heart.

She knew that the die was cast, and, in the casting of it she was the loser; that she, who had lost her life in this world, her soul in the next!

"I must go out of this scene," she said to herself, as she went back to the house which was in a few days, a few hours, would never be her home again, a ruined, disgraced woman. I must leave behind me a heritage of shame for my unhappy husband and child to inherit. I must go into Eternity to be judged and punished for my self-slaughter. And all because, on a simple, trusting girl, I loved a man who was a scoundrel! Heaven pity and forgive me!"

Yet, as she decided to destroy herself, as she recognised that, henceforth, life was no longer endurable, she decided on one other thing.

She determined she would in quit this world that no one should ever know what had become of her; that, at least, no trace should be left behind of who and what she was.

"Thus," she murmured, "though I shall be

missing, no one will ever know what I have done. None will ever know that I took my own life because I could not bear the shame I have brought upon myself. That I could not bear to witness the shame and disgrace I have brought on the only two creatures I had to love in all the world.

(To be continued.)

INSURANCES

NORTH BRITISH AND MEROAN TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1902. £10,378,771.

1. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
2. FUND... 2,867,215 11 10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO. Agents.
Hongkong, 19th June, 1903. [1883]

SALAMANDER FIRE INSURANCE COMPANY.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HCTZ & JACOB & CO. Agents.
Hongkong, 2nd April, 1900. [11]

AACHEN AND MUNICH FIRE INSURANCE COMPANY OF AIX-LE-CHAPPEL.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO. Agents.
Hongkong, 21st April, 1897. [1113]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA. INCORPORATED 1851.

Cash Security... £225,719
Total Losses Paid... £6,769,240

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

WM. MEYERINK & CO. Agents.
Hongkong, 18th May, 1903. [1449]

SUN INSURANCE OFFICE, LONDON. FOUNDED 1710.

The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO. Agents.
Hongkong, 16th May, 1892. [121]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE at Current Rates.

DOUGLAS LAURA & CO. Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [122]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to ACCEPT FIRE and Marine Risks at Current Rates.

SIEMSEN & CO. Agents.
Hongkong, 20th May 1885. [172]

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.

HOITZ, JACOB & CO. Agents.
Hongkong, 30th July, 1903. [12160]

THE STATE FIRE INSURANCE COMPANY, LIMITED, OF LIVERPOOL.

The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

W. G. HUMPHREYS & CO. Agents.
Hongkong, 3rd August, 1903. [12185]

NORTHERN ASSURANCE CO. FIRE and LIFE. ESTABLISHED 1839.

The Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.

TURNER & CO. Agents.
Hongkong, 23rd September, 1903. [273]

A FEW Specialties in New Drinks. Cannot be surpassed in quality. Supersede any other productions in the Far East. Do not fail to order BOKHO, a most appreciated drink. Supersedes Soda Water with Spirit.

Our Superior GINGER ALE is of the very finest quality, equal in favour to the far-famed "Belfast Water." It drinks with a full mellow body, leaving a fine nutty flavour on the palate, which will make you wish to drink it again.

ORANGE CHAMPAGNE, a most delicious and very light, fine flavoured drink.

LIME JUICE and SODA, a Popular Beverage, refreshing and healthful. Thirst Quencher. From the Palermo fruit.

Apply to THE ROYAL BEATED WATER MANUFACTORY Factory and Office, West Point, Telephone 367. Depot: Ice House Street, Telephone 374.

F. P. DANENBERG, Manager.
Hongkong, 22nd September, 1903. [1117-1]

Superb Skin
is obtained and maintained by using
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartling'.
'DARTRING' TOILET 'LANOLINE' in collapsible tubes.
'DARTRING' 'LANOLINE' TOILET SOAP.

GENTLEMEN'S BOOTS.

OUR STOCK OF HIGH-GRADE

BOOTS AND SHOES

IS NOW ABSOLUTELY REPLETE.

WE HOLD 30 DIFFERENT SHAPES AND STYLES.
STOCKED IN SIZES AND 1/2 SIZES.

THE BEST IS ALWAYS THE CHEAPEST.

W. M. POWELL, L.D.,
GENTLEMEN'S DEPARTMENT,
28, QUEEN'S ROAD.

TURKISH TROPHIES CIGARETTES

MADE FROM THE CHOICEST TURKISH TOBACCO, ARE THE BEST. ASK YOUR DEALER FOR THIS BRAND.

NOBEL-GLASGOW EXPLOSIVES

DYNAMITE, GELATINE-DYNAMITE, BLASTING GELATINE AND GELIGNITE, DEFONATORS, SAFETY FUSE, AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT HONGKONG, SHANGHAI, WEIHAIWEI.

AGENTS—JARDINE, MATHESON & CO.

BUTTERFIELD & SWIRE, Agents.

LONDON AND LANCASHIRE ROYAL EXCHANGE.

PALATINE ORIENT.

Fire Insurance Companies.

Hongkong, 18th August, 1903. [1931-2]

MIDZUSHIMA & CO. COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Street).

HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.

BRANCH OFFICES: HIG

SHIPPING.

ARRIVALS.

Oct. 26, BOMBEY MARU, Japanese str., 3,398, T. Murai, Bombay 9th Oct. 1903, General.—NIPPON YUSEN KAISHA.

Oct. 26, CALE DIDERICHSEN, German str., 774, H. Schalkier, Haiphong and Hoihow 25th Oct., General.—JENSEN & CO.

Oct. 26, RUMI, British str., 1,811, R. W. Almond, Manila 24th Oct., General.—SHEWAN, TOMES & CO.

Oct. 26, SUEVIA, German str., 2,663, H. Borck, Hamburg 13th Sept., General.—HAMBURG-AMERIKA LINIE.

Oct. 27, CHIKAGO CHIEF, British str., 1,213, Frampton, Singapore 20th Oct., General.—CHINESE.

Oct. 27, CHITUNG, Chinese str., from Canton.

Oct. 27, CLARA JENSEN, German str., 1,714, Bondisen, Newchwang 17th Oct. and Tientsin 22nd, General.—JENSEN & CO.

Oct. 27, EMPRESS OF INDIA, British str., 3,003, C. F. Marshall, Vancouver 5th Oct. and Shanghai 24th, Mails and General.—C. F. M.

Oct. 27, HUE, French steamer, 705, Gdian, Haiphong and Kwangchauwan 26th Oct., General.—A. R. MARTY.

Oct. 27, KONGWAI, German str., 1,115, Moller, Haiphong 20th Oct., General.—BUTTERFIELD & SWIRE.

Oct. 28, LORONGMOON, German str., 1,248, F. Schultz, Shanghai 24th Oct., General.—SIEMSEN & CO.

Oct. 27, MESSAGIER, Chinese str., 1,321, Whitlow, Shanghai 24th Oct., General.—CHINESE.

Oct. 27, FAKLING, British str., 2,875, Conradi, Foochow 24th Oct., General.—BUTTERFIELD & SWIRE.

Oct. 28, ROON, German str., 4,961, G. Meiners, Yokohama 17th Oct., Mails and General.—MELCHERS & CO.

Oct. 27, SALAMANGA, British str., 1,500, Scott, Singapore 19th Oct., General.—BRADLEY & CO.

Oct. 27, VICTORIA, Swedish str., 988, Horman, Stockholm 20th Oct., Sugar.—SANDER, WIELEN & CO.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.

27th October.

Daphne, German str., for Amoy.

Empire, British str., for Shanghai.

Heimann, British str., for Amoy.

Hongkong, British str., for Shanghai.

Hongkong, British str., for Hongkong.

Nanyang, German str., for Saigon.

Quarta, German str., for Mauritius.

DEPARTURES.

26th October.

SEWARD, U.S. transport, for Manila.

27th October.

CHONGYAG, British str., for Canton.

LOONGMOON, German str., for Canton.

PRONTO, German str., for Canton.

VESSELS IN DOCK.

27th October.

ABERDEEN DOCKS.—

Red Lion Dock.—Lillohne, U.S.A.T. Wright, Hercules, Tropic, Thales, Chuanang, Dr. H. J. Kider, Paul Revere, Athenian, Cosmopolitan Dock.—Titan, Teucer.

VESSELS PASSED ANJER.

Oct. 9, British str., Islander, Robinson, from Christmas Island for Singapore.

Oct. 10, British str., Glenic, Hart, from Calcutta for Batavia.

Oct. 11, Dutch str., Archies, Willem, from Amsterdam for Batavia.

Oct. 12, Dutch str., Oongaran, Rutte, from Rotterdam for Batavia.

Oct. 13, British str., Obra, Johnston, from Loc for Batavia.

Oct. 15, Norw. bge., Dalsen, Florenco, from Sept. 8, from Dabon for Amoy.

Oct. 16, British man-of-war, from the East.

VESSELS ON THE BERTH.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain Buller, will be despatched as above TO-DAY, the 28th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th October, 1903. [2987]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERIKA LINIE.

FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

OF THE HAMBURG-AMERIKA LINIE.

Captain E. Baister, due here with the outward German Mail about THURSDAY, at 6 A.M., will leave for the above places about 1 1/2 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 26th October, 1903. [5]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 3rd inst., at 4 P.M.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 26th October, 1903. [2976]

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Dinner and Dinner either on board or at Macao Hotel \$5. On Sundays \$5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3 1/2 hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street.

Hongkong, 8th September, 1903. [2112]

FOR YOKOHAMA AND KOBE.

THE H.A.L. Steamship

"SUEVIA."

Captain Borck, will be despatched for the above ports on FRIDAY, the 30th inst., at Noon.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st October, 1903. [2942]

FOR MANILA.

THE Steamship

"TEUCER."

Captain P. R. Silverlock, will be despatched for the above port on or about FRIDAY, the 30th instant.

Good Accommodation for Cabin Passengers at reduced rates.

For Freight and Passage, apply to DODWELL & CO., LD., Agents.

Hongkong, 27th October, 1903. [2938]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1903.

"KURDISTAN" ... 31st Oct.

"RICHMOND CASTLE" ... 10th Nov.

"ORONO" ... 19th Nov.

"LOWTHER CASTLE" ... 1st Dec.

"SIKH" ... 22nd Dec.

For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 27th October, 1903. [1125]

FOR CHEMULPO, DALNY AND PORT ARTHUR.

(Calling at SHANGHAI.)

THE Steamship

"PRONTO."

Captain Grandt, will be despatched for the above ports on SUNDAY, the 1st November, at DAYLIGHT.

For Freight or Passage, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 21st October, 1903. [2947]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 3rd November, 1903, at 1 P.M., the Company's Steamship "YARRA," Captain Sollier, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 2nd November. Specie and Parcels received until 4 P.M. on the same day. No cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply to the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 22nd October, 1903. [2]

STEAMSHIP SERVICE TO NEW YORK.

VIA SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"SENECA."

Captain C. B. Beynon, will be despatched on or about THURSDAY, the 5th November.

For Freight and further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 14th October, 1903. [2882]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL."

Captain G. Phillips, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 7th NOVEMBER, at Noon, taking passengers and cargo for the above ports.

Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, etc., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th October, 1903. [1]

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, NOR THE OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:

BRILLIANT, British 4-m. bark, Geo. Cowlishaw, Standard Oil Co.

HELENA, W.M.A. Amr. barque, D. A. Vankon, Captain.

NOAN, K.E. American ship, J. A. Amahny, Captain.

Arnold, K.E. barque, Geo. Cowlishaw, Standard Oil Co.

Rose, British barque, Geo. Cowlishaw, Standard Oil Co.

Hongkong, 28th October, 1903.

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR STRAITS TO SAIL REMARKS.

LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

YOKOHAMA, via SHANGHAI, MOJI and KOBE.

SHANGHAI.

LONDON, etc.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 28th October, 1903.

TOYO KISEN KAISHA.

MANILA LINE.

Regular Service BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamers on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivalled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship Captain Tons Sailing Date.

"ROHILLA MARU" E. P. Bishop 3869 Saturday, 31st October, at 10 A.M.

"ROSETTA MARU" N. Tate 3876 Thursday, 5th November, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.

Hongkong, 26th October, 1903. K. NAKASHIMA, Manager. [1479]

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR TAMSUI, VIA SWATOW AND AMOY.

TAMSUI, VIA SWATOW AND AMOY.

ANPING, VIA SWATOW AND AMOY.

FOOCHOW.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a duly qualified doctor is carried.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 28th October, 1903. T. ARIMA, Manager. [15]

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. Co. BOSTON S. Co.

BOSTON TOWBOAT Co.

CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA.

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date.

SHAWMUT 9,606 W. M. Smith Saturday, November 14th

* OLYMPIA 2,337 A. Dixon Wednesday, November 25th

* TACOMA 2,812 M. Ridley Tuesday, December 15th

* VICTORIA 3,502 J. Truebridge Saturday, December 19th

* TREMONT 9,606 T. W. Williams Thursday, December 24th

* LYRA 4,417 G. V. Williams Thursday, January 21st

* Have no second class accommodation. † Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. TREMONT 9,606 tons. T. W. Garlick About 28th November.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUI-INE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to DODWELL & CO., LIMITED, GENERAL AGENTS, QUEEN'S BUILDINGS.

Hongkong, 19th October, 1903. [7]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship Tons Captain For Sailing Date.

RUBI 2540 R. W. Almond Manila direct Sat. 31st Oct. 10 A.M.

ZAFIRO 2540 R. Rodger Manila direct Sat. 7th Nov. 10 A.M.

PERLA 1980 J. McGinty

For Freight or Passage apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 26th October, 1903. [17]

IMPERIAL GERMAN MAIL

LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS SAILING DATES.

ROON ... WEDNESDAY ... 25th October

PREUSSEN ... WEDNESDAY ... 11th November

HAMBURG ... WEDNESDAY ... 25th November

PRINZ HEINRICH ... WEDNESDAY ... 9th December

KONIG ALBERT ... WEDNESDAY ... 23rd December

KIAUTSCHOU ... WEDNESDAY ... 6th January

SACHSEN ... WEDNESDAY ... 20th January

BAYERN ... WEDNESDAY ... 3rd February

GERA ... WEDNESDAY ... 17th February

SEYDLITZ ... WEDNESDAY ... 2nd March

PREUSSEN ... WEDNESDAY ... 16th March

ROON ... WEDNESDAY ... 30th March

KAMBURG ... WEDNESDAY ... 13th April

PRINZ HEINRICH ... WEDNESDAY ... 27th April

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 28th day of OCTOBER, 1903, at Noon, the Steamship "ROON," of the NORDDEUTSCHER LLOYD, Captain Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 28th October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 27th October, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 27th October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 15th October, 1903. [5]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "ATHENIAN" 3,882 Tons. WEDNESDAY, 4th Nov. 1903

R.M.S. "EMPRESS OF INDIA" 6,000 Tons. WEDNESDAY, 18th Nov.

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons. WEDNESDAY, 16

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN,
AND HAWAIIAN PORTS.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"OANFA"	On 31st October.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th November.
GLASGOW and LIVERPOOL	"ACHILLES"	On 14th November.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 21st November.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th November.
GLASGOW and LIVERPOOL	"DARDANUS"	On 5th December.
GLASGOW and LIVERPOOL	"YANGTZE"	On 12th December.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP	"TANTALUS"	On 10th November.
MARSEILLES and LIVERPOOL	"NINGHOW"	On 14th November.
LONDON and ANTWERP	"POLYEMUS"	On 24th November.
MARSEILLES, LONDON and ANTWERP	"HYSON"	On 8th December.
LIVERPOOL	"ACHILLES"	On 15th December.
MARSEILLES, LONDON and ANTWERP	"PROMETHEUS"	On 22nd December.
MARSEILLES, LONDON and ANTWERP	"DARDANUS"	On 5th January.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA.	"OANFA"	On 2nd November.
	"PELEUS"	On 30th November.

For Freight, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 24th October, 1903.

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
AMOI and MANILA	"KAIFONG"	On 29th October.
SWATOW and SHANGHAI	"WOOSUNG"	On 30th October.
LOILO and SHANGHAI	"WUJIANG"	On 31st October.
KOBE	"TEIAN"	On 31st October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Untravellers Table. A duly qualified Surgeon is carried.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 28th October, 1903.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD. OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES
SAXONIA	HAYRE and HAMBURG	On 3rd Nov. Freight.
CANADIA	ANTWERP and HAMBURG	On 14th Nov. Freight.
MARBURG	HAYRE and HAMBURG	On 21st Nov. Freight.
SUEVIA	HAYRE and HAMBURG	On 1st Dec. Freight.
ARAONIA	HAYRE and HAMBURG	On 15th Dec. Freight.
NURNBERG	HAYRE and HAMBURG	On 29th Dec. Freight.
AMBRIA	HAYRE and HAMBURG	On 5th Jan. Freight.

HAMBURG-AMERIKA LINIE
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
Calling at Port Darwin and Queensland Ports and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."
Captain P. T. Holmes, will be despatched for the above route on WEDNESDAY, the 18th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A stewardess and a duly qualified surgeon are carried.
N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 22nd October, 1903.

FOR CANTON.

THE new and fast Twin-Screw Steamer

"SAN CHEUNG."
951 Tons, Captain A. Murphy, will leave for Canton at 8 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 6 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.
First-class Fare, \$3 each way. Meals, \$1 each.
Cargo Freight very moderate.
J. TREVOUX & CO.,
No. 128, Connaught Road Central,
Hongkong, 30th June, 1903.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME and TRIESTE (DIRECT).
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship
"NIPPON."
Captain Kleinberger, will be despatched as above on FRIDAY, the 20th November, P.M.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents,
Princes Buildings,
Hongkong, 26th October, 1903.

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.
REDUCED SALOON PASSAGE MONEY.
SINGLE, \$20; RETURN, \$35.
STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.
BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th July, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中
FOR MOJI, KOBE, YOKOHAMA, MANZANILLO, MEXICO, AND SAN FRANCISCO.

THE Steamship

"CHINGWU."
Captain Parkinson, will be despatched for the above route on WEDNESDAY, the 4th November, at Noon.
For Freight, apply at Company's Office, No. 20, Des Voeux Road.

J. S. VAN BUREN,
Superintendent.
Hongkong, 10th October, 1903.

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.
THE Steamship
"HERMISTON," Captain W. T. Bain,
will be despatched on or about WEDNESDAY, the 18th November.

For Freight, &c., apply to
SHEWAN TOMES & CO.,
General Agents.
Hongkong, 23rd October, 1903.

NATAL LINE OF STEAMERS.

THE Undermentioned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM-NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICES TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"BENGAL."
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, &c., via Australia, From Persian Gulf, or B. I. S. N. and B. & P. S. N. Co.'s steamers.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., To-DAY, the 22nd inst.
Goods not cleared by the 29th inst., at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 22nd October, 1903.

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
S.S. "CHINGWU."
FROM SAN FRANCISCO, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by me in any case whatever.
J. S. VAN BUREN,
Superintendent.
Hongkong, 26th October, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ANTENOR."
are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 22nd inst.
Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chipped, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 23rd inst.
No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remain undelivered after the 28th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Underwriter on or before the 5th prox., or they will not be recognised.
No Fire Insurance has been effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th October, 1903.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.
STEAMSHIP "SHAWMUT."
FROM TACOMA, YOKOHAMA, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected by me in any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 21st October, 1903.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship
"CATHERINE APCAR"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.
Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.
Cargo remaining on board after 4 P.M., of the 29th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the undersigned.
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 26th October, 1903.

THE NEW FRENCH REMEDY

TRADE MARK
THERAPION
This successful and highly popular remedy, used in the Continental Hospitals by RICHARD, ROBIN, JOSEPH, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto known.

THERAPION No. 1 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 3 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 4 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 5 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 6 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 7 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 8 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 9 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 10 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 11 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 12 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 13 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 14 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 15 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 16 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 17 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 18 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 19 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 20 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 21 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 22 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 23 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 24 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 25 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 26 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 27 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 28 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 29 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 30 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 31 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 32 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 33 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 34 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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THERAPION No. 39 is a remarkably short time, often a few days only, removes all discharges from the urinary organs, effecting a complete cure of the disease, of which does irreparable injury by leaving the foundation of the disease, and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

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